

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 06/22/2000

NYC99LA200 File No. 964	08/13/1999	HILLSBOROUGH, NH	Aircraft Reg No. N193GE	Time (Local): 13:11 EDT		
Make/Model:	Cessna / 208			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6-114A		Crew	0	0	1
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Ferry					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: MANCHESTER , NH			Condition of Light: Day			
Destination: DENVER , CO			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 7.00 SM			
			Wind Dir/Speed: 170 / 008 Kts			
			Temperature (°C): 28			
			Obstr to Vision: None			
			Precipitation: None			
Pilot-in-Command	Age: 47		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 10530			
Airline Transport; Commercial; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea			Last 90 Days: 168			
Instrument Ratings			Total Make/Model: 3000			
Airplane			Total Instrument Time: 1315			

With an auxiliary fuel tank system installed, the pilot filled the tanks and departed. A few minutes later, he noticed fuel on the floor of the cabin, and tried to reach an airport. However, the fuel fumes were so strong he elected to land in an open field. After touchdown, the airplane passed through a ditch the pilot had not observed from the air. The nose landing gear collapsed and the airplane nosed over. An airborne witness reported the pilot exited the airplane after about 5 minutes, and about 5 minutes later, the airplane caught fire and burned. The post-crash fire consumed the cabin. In an interview, the pilot reported that he had not initiated use of the auxiliary fuel tank system when the accident occurred. He also reported he could not see where the fuel was coming from. The investigation revealed the tank installation did not match the FAA Form 337, the instructions for use of the ferry tank system were inadequate, and the pilot had reported that the auxiliary fuel pumps were secured to a board which was not secured to the airplane.

Brief of Accident (Continued)

NYC99LA200

File No. 964

08/13/1999

HILLSBOROUGH, NH

Aircraft Reg No. N193GE

Time (Local): 13:11 EDT

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CLIMB

Findings

1. (C) FUEL SYSTEM,TANK - LEAK
2. (C) MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. TERRAIN CONDITION - DITCH

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
an inadequate auxiliary fuel tank installation which resulted in a leak of undetermined origin.